



## APPLICATION FOR FINANCIAL ASSISTANCE

Revised 7/93

CBJOS

IMPORTANT: Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.

SUBDIVISION: City of Madeira CODE # C61 - 46312

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 09/15/97

CONTACT: Bruce G. Brandstetter, P.E. PHONE # (513) 651-4224

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

PROJECT NAME: Galbraith Road Improvements

### SUBDIVISION TYPE

(Check Only 1)

- ☐ 1. County  
☒ 2. City  
☐ 3. Township  
☐ 4. Village  
☐ 5. Water/Sanitary District  
(Section 6119 O.R.C.)

### FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$ 65,800  
☐ 2. Loan \$ \_\_\_\_\_  
☐ 3. Loan Assistance \$ \_\_\_\_\_

### MBE SET-ASIDE OFFERED

Construction \$ \_\_\_\_\_  
Procurement \$ \_\_\_\_\_

### PROJECT TYPE

(Check Largest Component)

- ☐ 1. Road  
☐ 2. Bridge/Culvert  
☐ 3. Water Supply  
☐ 4. Wastewater  
☐ 5. Solid Waste  
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 94,000 FUNDING REQUESTED: \$ 65,800

## DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ \_\_\_\_\_

LOAN ASSISTANCE: \$ \_\_\_\_\_

LOAN: \$ \_\_\_\_\_

%     TERM:     yrs. (Attach Loan Supplement)

(Check Only 1)

- ☐ State Capital Improvement Program  
☐ Local Transportation Improvements Program  
☐ Small Government Program

### DISTRICT MBE SET-ASIDE:

Construction \$ \_\_\_\_\_  
Procurement \$ \_\_\_\_\_

## FOR OPWC USE ONLY

PROJECT NUMBER: C     / C    

Local Participation     %

OPWC Participation     %

Project Release Date:                     

OPWC Approval:                     

APPROVED FUNDING: \$ \_\_\_\_\_

Loan Interest Rate:                      %

Loan Term:                      years

Maturity Date:                     

Date Approved:

## 1.0 PROJECT FINANCIAL INFORMATION

### 1.1 PROJECT ESTIMATED COSTS:

(Round to Nearest Dollar)

- a.) Project Engineering Costs:
- 1. Preliminary Engineering \$           .00
  - 2. Final Design \$           .00
  - 3. Other Engineer's Services\* \$           .00
    - Supervision \$           .00
    - Miscellaneous \$           .00
- b.) Acquisition Expenses:
- 1. Land \$           .00
  - 2. Right-of-Way \$           .00
- c.) Construction Costs: \$ 94,000 .00
- d.) Equipment Purchased Directly: \$           .00
- e.) Other Direct Expenses: \$           .00
- f.) Contingencies: \$           .00
- g.) TOTAL ESTIMATED COSTS: \$ 94,000 .00

MBE	Force Account
\$	\$
<u>          </u>	<u>          </u>
<u>          </u>	<u>          </u>
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<u>          </u>	<u>          </u>

### 1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

- |                                 |                         | %                 |
|---------------------------------|-------------------------|-------------------|
| a.) Local In-Kind Contributions | \$ <u>          .00</u> | <u>          </u> |
| b.) Local Public Revenues       | \$ <u>28,200 .00</u>    | <u>30</u>         |
| c.) Local Private Revenues      | \$ <u>          .00</u> | <u>          </u> |
| d.) Other Public Revenues       |                         |                   |
| 1. ODOT PID# <u>          </u>  | \$ <u>          .00</u> | <u>          </u> |
| 2. EPA/OWDA                     | \$ <u>          .00</u> | <u>          </u> |
| 3. OTHER                        | \$ <u>          .00</u> | <u>          </u> |

SUB-TOTAL LOCAL RESOURCES: \$ 28,200 .00 30

- e.) OPWC Funds
- 1. Grant \$           .00
  - 2. Loan \$           .00
  - 3. Loan Assistance \$           .00

SUB-TOTAL OPWC RESOURCES: \$ 65,800 .00 70

f.) TOTAL FINANCIAL RESOURCES: \$ 94,000 .00 100%

\*Other Engineer's Services must be outlined in detail on the required certified engineer's estimate.

### 1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a summary from the Chief Financial Officer listed in section 5.2 listing all local share funds budgeted for the project and the date they are anticipated to be available.

## 2.0 PROJECT INFORMATION

**IMPORTANT:** If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Galbraith Road Improvements

2.2 BRIEF PROJECT DESCRIPTION - (Sections a through d):

**a.) SPECIFIC LOCATION:**

The project is located on Galbraith Road, between Miami Avenue and Montgomery Road.

PROJECT ZIP CODE: 45243

**b.) PROJECT COMPONENTS:**

- Asphalt Curb Removal and Replacement with Extruded Concrete Curb.
- Pavement Repairs
- Catch Basin Replacement
- Asphalt Overlay
- Pavement Marking
- Shoulder Repairs
- Culvert Repair

**c.) PHYSICAL DIMENSIONS/CHARACTERISTICS:**

Galbraith Road is 1500 feet long and varies from 20 to 24 feet wide.

**d.) DESIGN SERVICE CAPACITY:**

**IMPORTANT:** Detail shall be included regarding current service capacity vs proposed service level.

If road or bridge project, include ADT. If water or wastewater project, include both current residential rates based on monthly usage of 7,756 gallons per household.

Attach current rate ordinance.

Galbraith Road has an ADT of 12,250.

(Source: Hamilton County Engineers Office)

2.3 USEFUL LIFE/COST ESTIMATE: Project Useful Life: 15 Years.

Attach Registered Professional Engineer's statement, with original seal and signature certifying the project's useful life indicated.

### 3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	\$ 94,000	100%
State Funds Requested for Repair and Replacement	\$ 65,800	70%

TOTAL PORTION OF PROJECT NEW/EXPANSION	\$ _____	____%
State Funds Requested for New and Expansion	\$ _____	____%

(SCIP Project Grant Funding for New and Expansion cannot exceed 50% of the total Project Costs.)

### 4.0 PROJECT SCHEDULE:\*

	BEGIN DATE	END DATE
4.1 Engineering/Design:	01 / 01 / 98	05 / 01 / 98
4.2 Bid Advertisement:	05 / 01 / 98	06 / 01 / 98
4.3 Construction:	07 / 01 / 98	11 / 30 / 98

\* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be approved in writing by the Commission once the Project Agreement has been executed. Dates should assume project agreement approval/release on July 1st. of the Program Year applied for.

### 5.0 APPLICANT INFORMATION:

#### 5.1 CHIEF EXECUTIVE

OFFICER	Thomas Moeller
TITLE	City Manager
STREET	7141 Miami Avenue
CITY/ZIP	Madeira, Ohio 45243
PHONE	( 513 ) 561-7228
FAX	( 513 ) 272-4211

#### 5.2 CHIEF FINANCIAL

OFFICER	Sharon King
TITLE	Treasurer
STREET	7141 Miami Avenue
CITY/ZIP	Madeira, Ohio 45243
PHONE	( 513 ) 561- - 7228
FAX	( 513 ) 272 - 4211

#### 5.3 PROJECT MANAGER

TITLE	Bruce G. Brandstetter, P.E.
STREET	Brandstetter Carroll, Inc.
	424 East Fourth Street
CITY/ZIP	Cincinnati, Ohio 45202
PHONE	( 513 ) 651 - 4224
FAX	( 513 ) 651 - 0147

## 6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Check each section below, confirming that all required information is included in this application.

- X A certified copy of the legislation by the governing body of the applicant authorizing a designated official to submit this application and execute contracts. (Attach)
- X A summary from the applicant's Chief Financial Officer listing all local share funds budgeted for the project and the date they are anticipated to be available. (Attach)
- X A registered professional engineer's estimate of projects useful life and cost estimate, as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimates shall contain engineer's original seal and signature. (Attach)
- N/A A copy of the cooperation agreement(s) if this project involves more than one subdivision or district.(Attach)
- X Capital Improvements Report: (Required by 164 O.R.C. on standard form)  
X A: Attached.  
B: Report/Update Filed with the Commission within the last twelve months.
- N/A Floodplain Management Permit: Required if project is in 100 year floodplain. See Instructions.
- X Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), and other information to assist your district committee in ranking your project.

## 7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) that to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) that all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

**IMPORTANT:** Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement and a Notice To Proceed for this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Thomas Moeller, City Manager  
Certifying Representative (Type or Print Name and Title)

Thomas W. Moeller 9-23-97  
Signature/Date Signed

# ADDITIONAL SUPPORT INFORMATION

For Program Year 1998 (July 1, 1998 through June 30, 1999), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

- 1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State form BR-86.

Closed \_\_\_\_\_ Poor X  
Fair \_\_\_\_\_ Good \_\_\_\_\_

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

The existing pavement is worn out and recently has shown signs of more serious pavement failure. Storm inlets need to be reconstructed and a culvert repaired.

- 2) If State Capital Improvement Program funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 1998) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

4 ~~weeks~~/months (Circle one)

Are preliminary plans or engineering completed? ~~Yes~~/ No

Are detailed construction plans completed? ~~Yes~~/ No

Are all right-of-way and easements acquired?\* ~~Yes~~//~~No~~/ N/A

\*Please answer the following if applicable:

No. of parcels needed for project: \_\_\_\_\_ Of these, how many are Takes \_\_\_\_\_, Temporary \_\_\_\_\_, Permanent \_\_\_\_\_

On a separate sheet, explain the status of the ROW acquisition process of this project for any parcels not yet acquired.

Are all utility coordinations completed? ~~Yes~~/ No ~~N/A~~

Give an estimate of time, in weeks or months, to complete any item above not yet completed. \_\_\_\_\_ weeks/months

- 3) How will the proposed project impact the general health, safety and welfare of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, commerce, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data.

Galbraith Road is a major County Road. As such, it serves as a primary  
connector between several different communities and eventually I-71,  
(14100 ADT) and Montgomery Road (SR22/3)

- 4) What type of funds are to be utilized for the local share for this project?

Federal	_____	ODOT	_____	Local	<u>X</u>
MRF	_____	OWDA	_____	CDBG	_____
Other	_____				

Note: If MRF funds are being used for the local share, the MRF application must have been filed by August 1, 1997 for this project with the Hamilton County Engineer's Office.

The minimum amount of matching funds for grant projects (local share) must be at least 10% of the TOTAL CONSTRUCTION COST. What percentage of matching funds are being committed to this project?

30 %

- 5) Has any formal action by a federal, state, or local government agency resulted in a complete or partial ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the approved legislation must be submitted with the application. THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE VALID.

Complete Ban	_____	Partial Ban	_____	No Ban	<u>X</u>
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Will the ban be removed after the project is completed?

Yes \_\_\_\_\_ No \_\_\_\_\_

- 6) What is the total number of existing users that will benefit as a result of the proposed project?

12,250 x 1.2 = 14,700

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4.

- 7) Has the jurisdiction developed a Five Year Capital Improvement Plan as required in O.R.C., chapter 164?

Yes X No       

- 8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

This roadway serves not only the City of Madeira, but also, directly, the

Village of Indian Hill and Northeast Hamilton County. Many of the 12,250

cars per day are not from these communities.

- 9) For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS        Proposed LOS       

If the proposed LOS is not "C" or better, explain why LOS "C" cannot be achieved. (Attach separate sheets if necessary.)

N/A, not an expansion project.



# Ohio Public Works Commission

## Five Year Capital Improvement Plan/Maintenance of Effort

Subdivision Name: City of Madeira

Date 09 / 15 / 97

Project Name/Description	Funding Code(s)	Status (Active, Complete, Pending)	Total Cost	Two Year Effort Funded		Five Year Plan Planned				
				1995	1996	1997	1998	1999	2000	2001

Camargo Road Paving (Phase 1)	MRF/MSD	P	100,000		X					
Annual Street Improvement Program (1995)	Cap.Imp.Fund	C	170,000	X						
Storm Sewer Improvement	Cap.Imp.Fund	C	50,000	X						
Annual Street Improvement Program (1996)	Cap.Imp.Fund	C	500,000		X					
Camargo Road Culverts		C	200,000	X						
Euclid Road/Laurel Avenue Improvement	OPWC/MRF Cap.Imp.Fund	A	450,000		X					
Euclid Road, Ken Arbre to Hosbrook	MRF Cap.Imp.Fund	P	295,000				X			
Camargo Road Paving (Phase 2)	OPWC/MRF Cap.Imp.Fund	P	173,000			X				
Galbraith Road Paving	OPWC Cap.Imp.Fund		94,000				X			
Miami Avenue Reconstruction	OPWC Cap.Imp.Fund	P	780,000				X			
Annual Street Improvement Program (1997)	Cap.Imp.Fund	P	415,000			X				
Annual Street Improvement Program (1998)	Cap.Imp.Fund	P	200,000				X			
Annual Street Improvement Program (1999)	Cap.Imp.Fund	P	200,000					X		

# Ohio Public Works Commission

## Five Year Capital Improvement Plan/Maintenance of Effort

Subdivision Name: City of Madeira

Date 09 / 15 / 97

Project Name/Description	Funding Code(s)	Status (Complete, Pending, etc.)	Total Cost	Two Year Effort Funded		Five Year Plan Planned				
				1995	1996	1997	1998	1999	2000	2001

Annual Street Improvement Program (2000)	Cap.Imp.Fund	P	200,000						X	
Annual Street Improvement Program (2001)	Cap.Imp.Fund	P	200,000							X
Miami Avenue Beautification	Cap.Imp.Fund	A				850,000				

Note: The exact locations of the 1995 through 1998 Street Improvements are currently being formulated as the next Five-Year Paving Program (1995-1999).

C:\SKIP98\Madeira.\cip(97Funding)



Brandstetter Carroll Inc.  
ARCHITECTS ENGINEERS PLANNERS

424 EAST 4th STREET, CINCINNATI, OHIO 45202  
513.651.4224 VOICE 513.651.0147 FAX

OPINION OF PROBABLE COST

GALBRAITH ROAD

MADEIRA, OHIO

September 15, 1996

9706

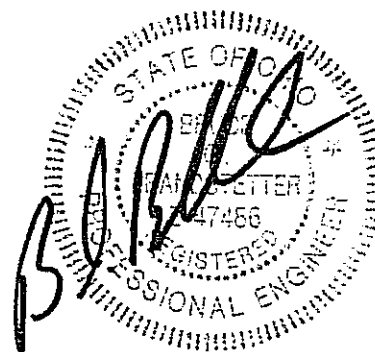
Curb Repair (Extruded Concrete)	2600	L.F.	@	\$10.00	\$26,000.00
Full-Depth Repair	50	C.Y.	@	150.00	7,500.00
Pavement Planing (Butt Joints)	150	S.Y.	@	5.00	750.00
Asphalt Resurfacing (1½" Leveling, 1½" Surface)	350	C.Y.	@	70.00	24,500.00
Culvert Repair	1	L.S.	@	10,000.00	10,000.00
Utility Casting Adjustment	5	Each	@	150.00	750.00
Rebuild Catch Basin	6	Each	@	2,000.00	12,000.00
Pavement Marking	1	L.S.	@	2,500.00	2,500.00
Seed and Mulch	1000	S.Y.	@	1.00	1,000.00
Sub-Total					\$85,000.00
Contingencies					\$8,500.00
Total					\$93,500.00

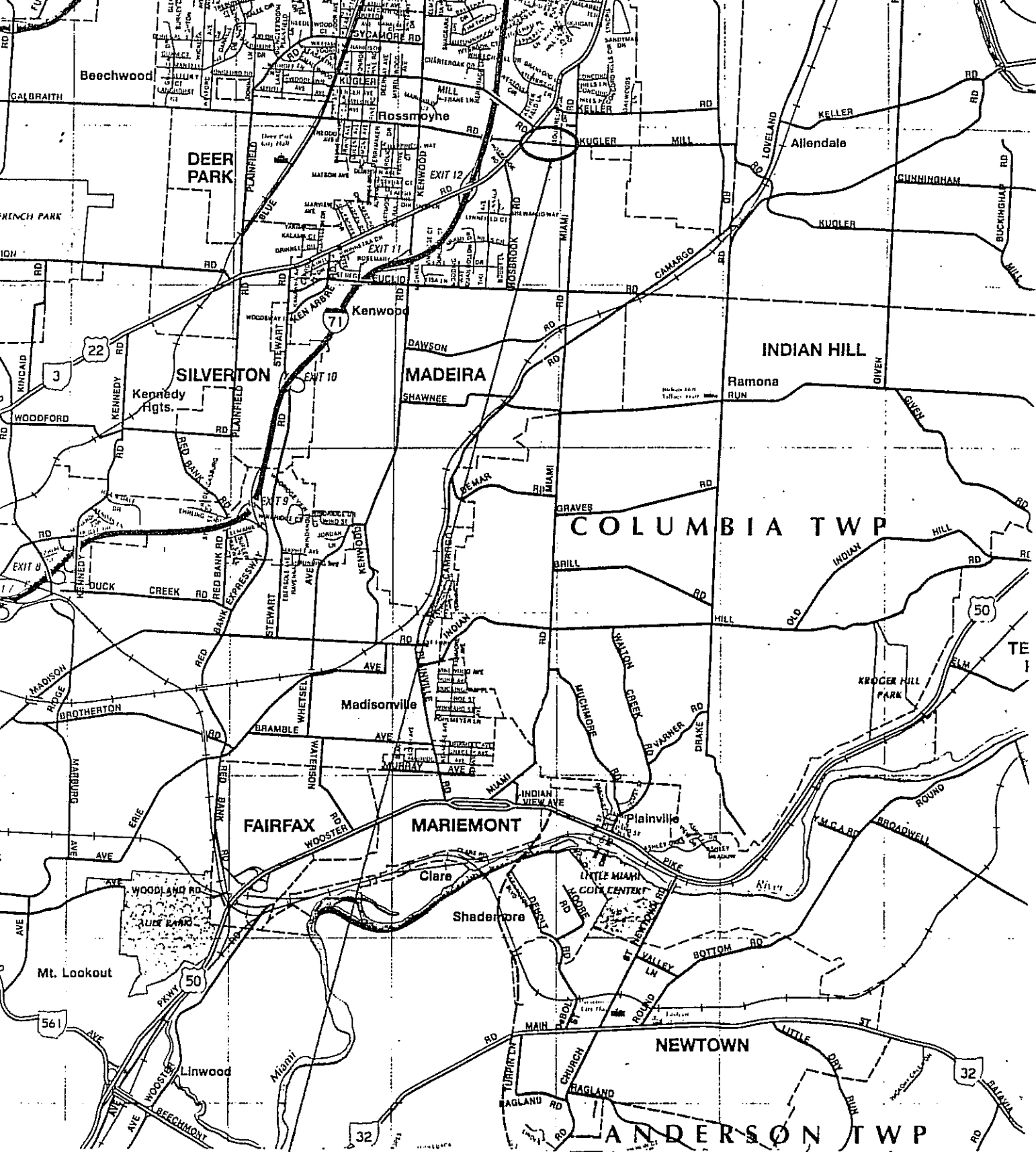
ROUND OFF @

\$94,000.00

This is to certify that this project, upon satisfactory completion and normal environmental and climatic conditions, will have a useful life of 15 years.

C:\SKIP98\Madeira\GlbthCE.wk4(97Funding)





Project Location

# CITY OF MADEIRA

7141 Miami Avenue • Cincinnati, Ohio 45243-2699  
(513) 561-7228 • fax (513) 272-4211

Thomas W. Moeller  
City Manager

September 24, 1997

District Two Integrating Committee  
Hamilton County Engineer's Office  
138 East Court Street  
Cincinnati, OH 45202

Attention: Mr. Joe Cottrell

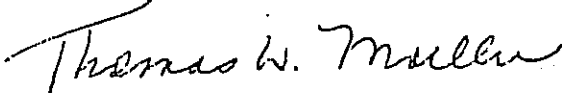
Re: City of Madeira  
SCIP Application/FY98  
Miami Avenue Resurfacing Project  
East Galbraith Resurfacing Project

Ladies/Gentlemen:

It is hereby certified that the local matching funds for the above referenced projects will be appropriated in the FY98 budget. Should these projects be funded in 1998, the city will be prepared to meet the scheduling and deadlines stated within the application.

Thank you for your time and consideration. Please call me if you have any questions.

Sincerely,



Thomas W. Moeller  
City Manager

c: Bruce Brandstetter, City Engineer

## ORDINANCE NO. 97-

### **AUTHORIZING THE CITY MANAGER TO SUBMIT AN APPLICATION FOR STATE CAPITAL IMPROVEMENT PROGRAM FUNDS FOR THE RESURFACING OF MIAMI AVENUE AND EAST GALBRAITH**

WHEREAS, it is determined that Miami Avenue and East Galbraith are in need of resurfacing;  
and

WHEREAS, the State Capital Improvement Program will fund work on the aforementioned  
streets; and

WHEREAS, the City Manager recommends that we submit an application for this project;

NOW THEREFORE BE IT ORDAINED by the Council of the City of Madeira, State of  
Ohio:

**Section 1.** That the City Manager is hereby authorized to submit to the State Capital Improvement Program District Integrating Committee for funding under the State Capital Improvement Program for the resurfacing of Miami Avenue from Euclid Avenue to Shawnee Run Road and East Galbraith from Miami Avenue to Montgomery Road.

**Section 2.** That this application shall be submitted jointly with the Village of Indian Hill to include sections of Miami Avenue from Shawnee Run Road to the south Indian Hill corporation line and East Galbraith from Miami Avenue to Montgomery Road.

**Section 3.** That this Ordinance shall take effect from and after the earliest period allowed by law.

**SCIP/LTIP PROGRAM**  
**ROUND 12 - PROGRAM YEAR 1998**  
**PROJECT SELECTION CRITERIA**  
**JULY 1, 1998 TO JUNE 30, 1999**

JURISDICTION/AGENCY: City of Madeira  
NAME OF PROJECT: Galbraith Road  
PRELIMINARY SCORE FOR THIS PROJECT: 55  
FINAL SCORE FOR THIS PROJECT: \_\_\_\_\_  
RATING TEAM: 5

- 1) If SCIP/LTIP funds are granted, when would the construction contract be awarded? POINTS  
See Addendum for definition of delinquency 10
- 10 Points - Will be under contract by end of 1998 and no delinquent projects in Rounds 9 & 10.
- 5 Points - Will be under contract by March 30, 1999 and/or jurisdiction has had one delinquent project in Rounds 9 & 10.
- 0 Points - Will not be under contract by March 30, 1999 and/or jurisdiction has had more than one delinquent project in Rounds 9 & 10.
- 2) What is the physical condition of the existing infrastructure to be replaced or repaired? See Addendum for definitions 23
- 25 Points - Failed
- 23 Points - Critical
- 20 Points - Very Poor
- 17 Points - Poor
- 15 Points - Moderately Poor
- 10 Points - Moderately Fair
- 5 Points - Fair Condition
- 0 Points - Good or Better

NOTE: If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

3) If the project is built, what will be its effect on the facility's serviceability? Documentation is required.

- 5 Points - Project design is for future demand.
- 4 Points - Project design is for partial future demand.
- 3 Points - Project design is for current demand.
- 2 Points - Project design is for minimal increase in capacity.
- 1 Point - Project design is for no increase in capacity.

1

4) How important is the project to *HEALTH, SAFETY, AND WELFARE* of the public and the citizens of the District and/or service area? (See Addendum for definitions)

- 10 Points - Highly significant importance, with substantial impact on all 3 factors.
- 8 Points - Considerably significant importance, with substantial impact on 2 factors, or noticeable impact on all 3 factors.
- 6 Points - Moderate importance, with substantial impact on 1 factor or noticeable impact on 2 factors.
- 4 Points - Minimal importance, with noticeable impact on 1 factor
- 2 Points - No measurable impact

2

5) What is the overall economic health of the jurisdiction?

- 10 Points
- 8 Points
- 6 Points
- 4 Points
- 2 Points

6

6) What matching funds are being committed to the project, expressed as as a percentage of the *TOTAL CONSTRUCTION COST*? Loan and Credit Enhancement projects automatically receive 5 points, and no match is required. All grant funded projects require a minimum of 10% matching funds.

- 5 Points - 50% or more
- 4 Points - 40% to 49.99%
- 3 Points - 30% to 39.99%
- 2 Points - 20% to 29.99%
- 1 Point - 10% to 19.99%

3



- 7) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure? **POINTS MAY ONLY BE AWARDED IF THE END RESULT OF THE PROJECT WILL CAUSE THE BAN TO BE LIFTED.**

5 Points - Complete ban  
3 Points - Partial ban  
0 Points - No ban of any kind

0

- 8) What is the total number of existing daily users that will benefit as a result of the proposed project? Appropriate criteria include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

5 Points - 16,000 or more  
4 Points - 12,000 to 15,999  
3 Points - 8,000 to 11,999  
2 Points - 4,000 to 7,999  
1 Point - 3,999 and under

4

- 9) Does the infrastructure have regional impact? Consider originations and destinations of traffic, functional classifications, size of service area, number of jurisdictions served, etc. **(See Addendum for definitions)**

5 Points - Major impact  
4 Points -  
3 Points - Moderate impact  
2 Points -  
1 Point - Minimal or no impact

3

- 10) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or a dedicated tax for infrastructure and provided certification of which fees have been enacted?

5 Points - Two of the above  
3 Points - One of the above  
0 Points - None of the above

3

## ADDENDUM TO THE RATING SYSTEM DEFINITIONS/CLARIFICATIONS

### Criterion 1 - ABILITY TO PROCEED

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project will be considered delinquent when any of the following occurs: 1) A letter is sent from the OPWC to the affected jurisdiction stating that the project has not moved in accordance with the time frame listed on the application (copies are sent to the District); or 2) no time extension has been granted by the OPWC; or 3) A jurisdiction receiving approval for a project subsequently terminates the same after the bid date on the application. The OPWC sends a letter to a jurisdiction which announces that its' project is going to be terminated when the project is sixty (60) days beyond the bid date shown on the original application and a time extension for the project has not previously been requested or has been denied.

### 2 - CONDITION

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, or health, safety and welfare issues. Condition is rated only on the existing facility being repaired or abandoned. If the existing facility is not being abandoned or repaired, but a new facility is being built, it shall be considered as an expansion project. (Documentation may include ODOT BR-86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included with the original application.)

#### Definitions:

FAILED CONDITION - Requires complete reconstruction where no part of the existing facility is salvageable. (e.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: no part of the bridge can be salvaged; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non-functioning and replacement parts are unavailable.)

CRITICAL CONDITION - Requires moderate or partial reconstruction to maintain integrity. (e.g. Roads: reconstruction of roadway, curbs can be saved; Bridges: only the substructure can be salvaged with modifications; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

VERY POOR CONDITION - Requires extensive rehabilitation to maintain integrity. (e.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: substructure and superstructure can be salvaged with extensive repairs; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

POOR CONDITION - Requires standard rehabilitation to maintain integrity. (e.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: deck cannot be salvaged, substructure and superstructure need repair; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

MODERATELY POOR CONDITION - Requires minor rehabilitation to maintain integrity. (e.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: deck can be salvaged with repairs and overlay; Hydrants: functional and replacement parts are available.)

MODERATELY FAIR CONDITION - Requires extensive maintenance to maintain integrity. (e.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: deck rehabilitation required, overlay not required.)

FAIR CONDITION - Requires routine maintenance to maintain integrity. (e.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor rehabilitation required.)

GOOD OR BETTER CONDITION - Little or no maintenance required to maintain integrity; Bridges: no work required.

#### Criterion 4 - *HEALTH, SAFETY & WELFARE*

##### *Definitions:*

SAFETY - The design of the project will prevent accidents, promote safer conditions, and eliminate or reduce the danger of risk, liability, or injury.

*EXAMPLES:* Widening existing roadway lanes to standard lane widths; Adding lanes to a roadway or bridge to increase capacity or alleviate congestion; replacing old or non-functioning hydrants; increasing capacity to a water system, etc.

HEALTH - The design of the project will improve the overall condition of the facility so as to reduce or eliminate disease; or correct concerns regarding the environmental health of the area.

*EXAMPLES:* Improving or adding storm drainage or sanitary facilities; replacing lead joints in water lines;

WELFARE - The design of the project will promote economic well-being and prosperity.

*EXAMPLES:* Project has the potential to improve business expansions or opportunities in the area; project will improve the quality of life in the area;

PLEASE NOTE: The examples listed above are NOT a complete list, but only a small sampling of situations that may be relevant to any given project. Each project is looked at on an individual basis to determine if any aspects of this rating category apply, and if so, to what severity level (minor or significant). The severity and extent of the problem, as it relates to Health, Safety and Welfare, MUST be fully detailed by the applicant and apparent to the rating team. The Support Staff will not attempt to determine these issues on its own. Without such detail the jurisdiction should expect a lower rating than the project may deserve.

Criterion 9 - *REGIONAL IMPACT*

*Definitions:*

MAJOR IMPACT - Roads: major multi-jurisdictional route, primary feed to an interstate, Federal Aid Primary routes; Underground: primary water or sewer main serving and entire system; Hydrants: multi-jurisdictional.

MODERATE IMPACT - Roads: principal thoroughfares, Federal Aid Urban routes; Underground: primary water or sewer main serving only part of a system; Hydrants: all hydrants in a local system serving only one jurisdiction.

MINIMAL/NO IMPACT - Roads: cul-de-sacs, subdivision streets; Underground: individual water or sewer main not part of a large system; Hydrants: only some hydrants in a local system serving only one jurisdiction.